

AUTOSPORT

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BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

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JOHN BOLSTER — NORMAN SMITH — WILSON McCOMB

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BRITAIN'S MOTOR SPORTING WEEKLY

Incorporating "THE MOTOR CLUB"

Managing Editor: GREGOR GRANT

Vol. 3. No. 22.

November 30, 1951

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NOTICES

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EDITORIAL

THE cutting of tyres for trials controversy still rages, and will continue to do so till such time as the R.A.C. either clarify the issue, or forbid the practice altogether. Mr. Leslie Onslow Bartlett's letter in last week's issue drew attention to the indisputable fact that the present regulations permit the cutting of tyres in depth and gap in excess of those on the pre-war Dunlop Sports, or competition covers. This would appear to indicate that "knobbles" have returned in more or less disguised form, thus defeating the original plan to allow only standard tyres in organized trials. As Mr. Godfrey Imhof pointed out in his letter (same issue), every competitor is entitled to do whatever he thinks the regulations permit. At present, the regulations are anything but clear, and it is difficult to understand whether or not the R.A.C.'s ruling that cars "shall be equipped with tyres of a type designed for use by private cars running on a highway" is applicable if the aforementioned tyres are cut and mutilated in any way; even though this is permitted by the regulations, surely the very alteration to depth and gap precludes cut covers being accepted as "of a type designed for use by private cars, etc".

* * *

THE announcement of the amalgamation of the big Nuffield and Austin concerns is now a matter of history. Fortunately for the peace of mind of owners and prospective purchasers, the new £5,000,000 company has no intention of losing the identity of the various marques coming under its control. Austin will continue to be Austin, and Riley, M.G., Wolseley and Morris will all retain their individuality. What the pooling of resources will mean is that a more efficient and economic production will result which will be beneficial to the now vital drive for more and more exports of British cars, and may eventually lead to a reduction in prices.

AUTOSPORT hopes that the new board of directors, comprising Lord Nuffield, Mr. Leonard Lord, Mr. R. F. Hanks and Mr. G. W. Harriman, will realize to the full the importance of international motor-sport in maintaining and furthering the sale of British cars overseas. It has been said that both companies had a kind of "gentlemen's agreement" not to participate officially in organized sport. If this is true, then the amalgamation sweeps away any objection to competitions on the grounds of needless rivalry.

OUR COVER PICTURE

CHAIN GANG: J. Deeley (Cranford) about to be towed out of the Ashwicke Park Woods mire, during last Saturday's mud-bathed Roy Fedden Trophy Trial.

PIT and PADDOCK

JEAN PÉTIN, Secretary General of the A.C. du Grand-Duché de Luxembourg, informs us that the Luxembourg Grand Prix, on the Findel circuit, will again be an exclusively Formula 3 affair.

NOVEMBER issue of the Ulster N.A.C.'s *Review*, includes, in a very thorough T.T. post-mortem, an explanation of the mysterious P.A. breakdown in car parks A, B, C, D and L. Apparently an over-enthusiastic spectator brought his own loudspeaker, connected it up, and completely disorganized the entire layout.

MR. AND MRS. KEN HUTCHISON gave a very successful party at Headley Grove on 22nd November, the guests including many well-known motoring folk. "Antone" put on an excellent film show, comprising the 1947 Prescott colour film, an Abbott and Costello short, and Alastair Sim in "The Happiest Days of Your Life".

CONGRATULATIONS to Anthony Crook. Driving his Le Mans Replica Frazer-Nash at Montlhéry, on 26th November, he set up new International class "E" figures for 200 miles, at an average speed of 120.13 m.p.h. During the first hour he averaged 123.55 m.p.h. (fastest lap, 123.92 m.p.h.). In the 20th lap he threw a tyre tread, and had to change a wheel, so might have been even faster!

★

The ever-growing list of motor-racing books was recently supplemented by Lieut.-Col. Goldie Gardner's "Magic M.P.H." The famous record-breaker is seen here autographing copies at Hatchards, Piccadilly.

★

AF.N., LTD. can supply Christmas cards at £1 for 12. The subject is a painting by Roy Nockolds, showing Franco Cortese (Frazer-Nash) in the 1951 Targa Florio race.

FREDDIE AND MARIE REED, Mine Host and Hostess of the Compass Inn, Tormarton, near Badminton, Glos., have an exhibit "A" in the form of a TV solution to the question, "Why One Shouldn't Drink Water?"

ALEC MORELAND'S special, which Aran in the Yorkshire S.C.C.'s "Pennine", is not the ex-Aldred car but a considerably modified version of a trials chariot built by L. Gray of the Darlington and District M.C.

KEN SMITH is reported to have acquired a "double-knocker" Norton engine for installation in his Smith "500".



WELL-KNOWN Northern trials-driver disagrees with the quotation from a letter in our Editorial of 9th November "... horrid, dirty little machines fabricated by out-of-work tractor designers with D.T.s". He (R.W.P.) adds that he is not unemployed and rarely drinks!

JUBILEE dinner-dance of the M.C.C. at the Park Lane Hotel on 23rd November was a very packed affair. Naturally there were references to stop-watches, and speakers who exceeded their time limit apologized saying that their watches were probably synchronized with those used on the famous Lake District regularity test in the *Express* Rally. Club Captain Major R. I. Marians, O.B.E., was in the chair and made an excellent job of proposing "Our Guests". Other speakers were Sam Huggett (A.C.U.), Christopher Jennings (*The Motor*) and Leslie Freeman and Jackie Masters of the M.C.C.

PARK LANE HOTEL, the same evening, also saw the annual dinner-dance of the British Racing Mechanics' Social Club. Somehow M.C.C. and "Mechanics" became mixed up as the evening progressed, and one was never quite certain who was at what function. Most of Britain's leading drivers were there.

GUESS WHAT?—The answer is Brian Hawes's much-altered XK 120 Jaguar, in the Gap Hill-Climb, Singapore, a report of which appears on page 680. Any similarity between this machine and the one on the opposite page is purely coincidental.



SPORTS- NEWS

ALFA ROMEO PLANS

PARTICULAR significance is attached to the news that Juan Manuel Fangio has agreed to sign up again for Alfa Romeo in 1952. Despite the announcement that the Milan concern will enter a "works" team of Type 1900SC sports-cars in the Mille Miglia, Le Mans and the Tour of Sicily, it is hardly likely that the great Argentinian will con-



centrate on sports-car racing to the exclusion of Grands Prix. It is known that Alfas will only enter races decided on the basis of two heats and a final, and Italian motor-racing circles are doubtful whether the cars will be seen next season in the *grandes épreuves*. Fangio, Farina, Bonetto, Sanesi and possibly de Graffenried, will comprise the official works drivers.

There is also a report from the rival marque that Gonzalez and Ascari have come to terms with Enzo Ferrari for next season. Both Ferrari and Alfa Romeo designers are already hard at work on cars for the 1954 Formula 1. Lampredi is satisfied that the Ferrari "Four" can be developed, but there is no hint from Alessio as to what form the new Alfa will take.



ALLARD v. JAGUAR: (Above) Bill Pollack, winner of the Reno road race (21st October) being chased by Phil Hill (XK 120 Jaguar).

GUESS WHAT?: (Left) Don Parkinson's modified XK 120 Jaguar, with shortened chassis, lowered and repositioned engine, and special bodywork, finished second to Pollack at Reno, and won the Palm Springs road race on 28th October.

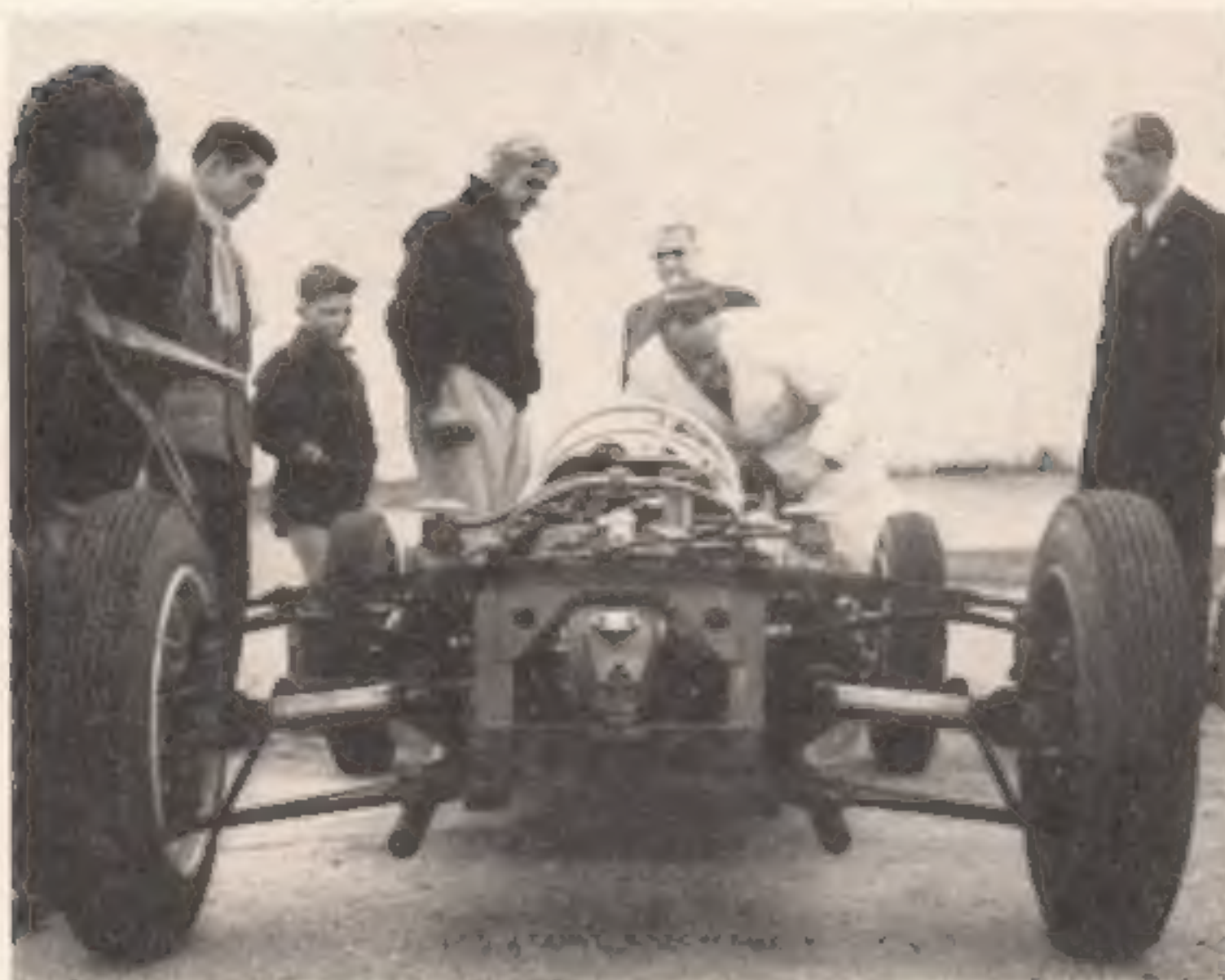
FRANCO-AMERICAN: (Below) Roger Barlow, winner of the 1½-litre class at Reno, with his Simca Special.

(Photos by courtesy of "Road and Track", U.S.A.)

RUSSIAN ZONE RACERS

It is announced that the DAMW, built in the Russian-controlled area of Berlin, will appear in next season's races. With 1½-litre and 2-litre BMW-based engines, the DAMW will be constructed both in sports and 2-seater forms.





EXPERIMENTAL: Rear boxed member of the four-wheel-drive D.B. Designer-manufacturer Rene Bonnet is seen on the left (wearing helmet).

If the tests are considered successful, D.B. will go ahead with a proper racing-car, powered by a couple of highly-tuned, 850 c.c. Panhard engines. Power-output is estimated at about 120 b.h.p., and dry weight of the complete machine under nine cwt. It might be a formidable contender for Formula 2 honours on circuits such as Angoulême, Aix-les-Bains, Monte Carlo and so on.

GERARD CROMBAC.

THE SHELSLEY TOUCH

**Peter Vaughan (Frazer-Nash)
Breaks Singapore Hill-Climb
Record**

LT.-COL. PETER VAUGHAN, a regular and successful competitor at Shelsley Walsh in recent years, made Best Car Time of the Day at the Singapore Motor Club's recent Gap Hill-climb meeting. He was driving the much lightened and modified twin-blower 1,500 c.c. Frazer-Nash which belonged to the late A. F. P. Fane before the war, and which, in

THE "BI-MOTEUR" D.B.

**Interesting Experimental Four-Wheel-Drive
Car Based on the Well-known D.B. "500"**

RECENTLY at Monlhéry, Deutsch and Bonnet conducted trials with a prototype D.B., fitted with two 750 c.c. Panhard engines. Object of the tests was to examine the possibilities of four-wheel-drive for Formula 2 racing, and it must be stressed that this machine is merely a guinea-pig, and is not intended to be completed as it is at present.

The "Bi-moteur" D.B. consists of a couple of "500" chassis, cut in the centre, and welded together to provide separate drive to each pair of wheels. Each of the two horizontally-opposed, o.h.v. Panhard engines has two mechanical fuel pumps, feeding the twin 1½-ins. Solex carburettors. One Morel magneto is used for each power-unit.

The gearboxes are controlled by a single gear lever which operates normally on the front unit, and is interconnected, by means of a drag-rod, to the rear. Presumably both clutches are also interconnected.

FLAT-TWIN: Close up of the rear Panhard power-unit. The long rod passing on the off-side of the driver's seat is the gearbox linkage; one of the pair of side-mounted fuel tanks can also be seen.



Trials

I WAS glad to read Leslie Onslow Bartlett's letter in last week's issue, and to see that he favours a stricter control of the activities of the more cunning of the "Trials Types".

The present habit of using more or less special tyres, at zero pressure, in conjunction with "Pneumonia Bodies" of such a stark appearance that they raise loud laughter from the general public, should be discouraged.

Let us retain about three or four of the really tough events, for those who like them. All other trials should have their regulations so framed that only the more or less standard types of car can enter. Make the courses easier, and give the ordinary enthusiast a chance. In this way, many more people would be able to compete, instead of having to stand back and watch a select few performing under what would be impossible conditions for anyone else.

Many of the leading clubs put on trials for their own members, so that anyone can "have a go", but I would like to see some of the really "classic" events brought within the reach of the ordinary enthusiast, whose pocket, or inclination, does not run to hybrid specials.

I might add that I am only a very small cog in the wheel, with little experience in competition (but a lot of enthusiasm) so my views may bring down the wrath and invective of the great about my head. So get out your brickbats, all you specialists, but first give me time to take cover!

A. HOLLISTER.

SWANAGE, DORSET.

Trials Protests

I REFER to your Editorial of 23rd November concerning the bad spirit of trials drivers who put in protests at the slightest provocation. I was surprised at something which happened at a recent trial in Kent.

A man with a really potent 1½-litre special protested because a competitor with an unsupercharged 747 c.c. car with engine almost over the front axle had only his schoolboy son as a passenger. This fact had already been reported to the organizers by the driver of the small car as he in no way wished to infringe the rules.

I suggest this protest, although within the rules, was an unsporting action as no attempt had been made to find out if the organizers knew about the matter and the opportunity to have a moan was seized with some semblance of pleasure. In passing I can state that the two cars could not possibly have produced the same results over the course.

Further, I nearly collapsed when after tea the driver of the larger car tried to make out, with much loud voice, that the three marshals on one of the hills had mis-represented his climbing ability on the result sheet! After all this I thought the sport would be better off without this type of person.

As I have used no names above I will not use mine below but sign myself

"PRO BONO LUDORUM".

LONDON, S.E.27.

Salesmanship at Earls Court

I FOR one, whole-heartedly agree with John Bolster about the attitude of the salesman at the recent London Motor Show.

With low bank balance, D.B.2s are far beyond me, so I made straight for the stand of a firm that was showing two of its new eight-horse models. (So new, that we were kept away by railings.) After gazing at these little £500 wonders, I decided to take the plunge and place an order. After waiting about ten minutes, I at last managed to attract the eye of a gent with "SALES" badge on his lapel.

With complete indifference, he told me that the position would indeed be hopeless for many years to come, and practically advised me against ordering it then.

When it became obvious that I had made up my mind, he advised me to go to my local dealer or to the showrooms of their London Agent. HE could have taken the order, but evidently didn't want to.

Locally, the delivery position is practically hopeless, so I took the latter course offered to me and tottered along to the showrooms of a large firm. There I was met with great

courtesy and kindness, given the form to fill in, and was assured that I would get my car as soon as deliveries permitted. (Ha! Ha!).

I know that this is only over a mere £500, but it rather hurt me, as a member of the motor trade, to know that the salesman take such a casual attitude to prospective customers.

One day, we hope that the position will ease sufficiently for them to beg us to buy their cars, and then for the fun!

In closing I can only say that it's a pity that some people have such a short-sighted policy towards home buyers. Let us hope that foreigners are not treated in the same manner.

"MARK II".

HIGH WYCOMBE.

Romance in the Trams

YOUR note last week on the circumstances of my engagement impels me to congratulate your Special Correspondent in the Kingsway Tunnel, and to express the hope that the appearance in print of even so trivial a news item is some recompense to him for 15 months of unceasing subterranean vigilance. Truly (like Antone) AUTOSPORT is everywhere.

As the student of Victoriana will have guessed, this first incursion into the Tunnel (and for that matter on to a London tramcar) was inspired by the music hall song which has for chorus:—

We will go, go, go for a ride on a car, car, car,
For you know how cosy the tops of the tramcars are.
The seats are so small and there's not much to pay,
You sit close together and spoon all the way,
There's many a Miss will be Mrs. some day
Through riding on top of a car.

In thanking all those of your readers who have written to congratulate me, I should like to recommend the trip to them and to add that the journey from freedom into captivity cost 1½d. each, which seems to me fare enough.

BARCLAY INGLIS.

LONDON, N.W.3.

A Letter to the R.A.C.

20th November, 1951.

THE SECRETARY, ROYAL AUTOMOBILE CLUB,
PALM MALL, S.W.1.

DEAR SIR,

Having read the *R.A.C. Motor Sports Bulletin* of November 1951, received on approximately 12th November, my Committee have considered the contents thereof and hasten to lodge a most emphatic protest at the autocratic manner in which decrees affecting competitive motor-sports in this country are issued by your Competitions Committee, without any consultation with the clubs concerned, and at such short notice that many clubs have not the time to convene a meeting of their members to discuss the issues before the decrees are regarded as effective from 30th November, 1951.

The points we take exception to are as follows:

- (a) National Competition Fees.
- (b) Fees for Observers. . . (Closed Events.)
- (c) Promotion of closed invitation and restricted competitions in 1953.

Whilst it is appreciated that it is essential to have a governing body of this sport, my Committee feel that decisions of this nature must be arrived at only after consultation with representatives of the clubs concerned, and a complete explanation of the necessities of making changes which must have adverse effect on the members of our clubs and the sport in general.

It is intended that our views on each point be sent to you at a later date after we have had an opportunity of examining the issues involved.

My Committee has also instructed me to submit copies of this letter to the motoring papers.

I am, Yours faithfully,

DAVID H. DREW.
Hon. Secretary, Harrow Car Club.

HENDON, N.W.4.

[The above letter is published at the request of the Harrow C.C.—Ed.]

November 30, 1951

A FARCICAL

Reg Phillips Wins Extraordinarily the Entire Entry

THE Bristol M.C. and L.C.C. decided to change the character of the classic Roy Fedden Trophy Trial last Sunday. In place of the familiar Cotswolds sections, new ground was introduced in the shape of Ashwicke Park Woods, near North Wraxall in the Marshfield area. To defeat modern trials specials, the Bristol boys detailed some of their better-known mud-pluggers to fix a course which would cause the event to be won on the hills.

Now this was a very laudable intention, but the organizers were defeated in their plot by the almost unprecedented amount of rain that has fallen this November. Sections which would normally have been difficult became utterly impossible. After three hazards had been attempted, the entire entry was thoroughly bogged down in the valley. To drag out some 45 cars required the combined efforts of a couple of farm tractors and a Caterpillar.

Everywhere there was deep, sticky mud. The unfortunate marshals and observers struggled to assist crews to move cars a few yards in order that they could get at least within coupling distance of the hard-worked tractors. To add to the general confusion, a small stream at the start of one section turned into a miniature torrent, leaving one batch of cars more or less marooned at the bottom.

Not only were the officials covered from head to gumboots with mud, but competitors and their passengers were almost unrecognizable. Through it all, everyone kept amazingly cheerful—even when they almost vanished in a sea of mud getting out of their cars. Mr. and

HULL DOWN: (Top) A Caterpillar is required to extricate a Dellow from the mud of Ashwicke Park Woods during the "Fedden".

ALL CLEAN: (Left)—but you should have seen them afterwards! (L. to R.) Reg Phillips, winner of the Roy Fedden Trophy, Mrs. Cuth Harrison, back view of Mrs. Reg Phillips, Cuth Harrison and Maurice Wilde.



November 30, 1951

"FEDDEN"

rdinary Event—Practice- extricated by Tractors

Mrs. Reg Phillips only required baking slightly in order to turn them into earthenware figures. As for Alec Francis and Bill Sleeman, their boots were so weighted down with mud that both could scarcely shuffle along.

Edward Harrison (Harford 1) discovered an exit from the mud-bowl. This was through a farmyard, and he was followed by Harrison Senr. in Harford 2. Poor Bill Bodenham broke his axle at the foot of Section 3 and the back wheels of the Dellow locked solid. This was a pretty problem for the tractor, as the car had to be dragged bodily up the slope. At one stage it was touch and go as to whether the immobilized Dellow would pull the tractor down in the valley. Eventually the tractor won the tug-of-war and Bill got his car on to dry land.

Leslie Onslow Bartlett appeared in Roy Clarkson's new V-8, 5-litre "Roller-skate". The car seemed to possess incredible urge, but little directional stability. On one section, "The Chest" disappeared into the undergrowth in a shower of mud. Best performances on the early sections were those of Reg Phillips (Austin), Bill Sleeman (Sleeman), Godfrey Imhof (Imhof), Len Parker (Parker), Maurice Wilde (Ford), H. Sinclair Sweeney (Jezebel Special) and W. C. Cuff (Hell's Hammers VI).

When the officials decided to abandon the trial—some say to give competitors a chance to extricate themselves in time for the following week's "Glo'ster"—it was believed that everyone had had a crack at three sections. However, Ashley Cleave (Morris) and Gilbert Best (M.G.) were unable to tackle the third and last one because of the

MUD-SLINGING: (Top) Bill Sleeman (Sleeman) who made second best performance, ploughs through the glutinous mud of the second section.

BRISTOL SPECIAL: (Centre) C. C. Evans in the special test with his A.C.-engined Dary.

TRAFFIC JAM: (Bottom) A queue of competitors wait their turn to be pulled on to terra firma by the tractor team.





HERE'S MUD IN YOUR EYE: (Above) L. J. Oliver's passenger does some first aid between sections.

FUGITIVE FROM THE CHAIN GANG: (Left) Bristol M.C. and L.C.C. official Ken Burgess emerges from a mud-bath at the foot of section 2 after a long spell on the tow-rope.

A Farical "Fedden"—continued.

traffic block awaiting tractor assistance.

As competitors pointed out, it was of vital importance to people's chances of qualifying for the R.A.C. Championship on 15th December, that some sort of awards list should be issued. The Bristol officials therefore decided to work out results on the basis of three hills and the driving test. At the time of going to press, it is not known how Cleave and Best stand in the matter,

although it was announced tentatively that their inability to attempt the last section had no actual bearing on the results.

In consequence, the list issued by the Club at the "Cross Hands", Old Sodbury, on Saturday evening, can only be regarded as being, at the most, very provisional.

RESULTS

Roy Fedden Trophy (Best Performance): Reg Phillips (1,486 Austin).

Alexander Duckham Trophy (Second Best): J. D. Sleeman (1,172 Sleeman S.).

Basil Barker Cup (Third Best): Len Parker (1,172 Parker).

Daphne Trophy (Fourth Best): Maurice Wilde (1,172 Ford S.).

Club Trophy (Best Bristol M.C. and L.C.C. member): Godfrey Imhof (1,250 Imhof S.).

1st Class Awards: W. C. Cuff (1,172 Hell's Hammers VI), Edward Harrison (1,172 Harford I), H. Sinclair Sweeney (1,442 Jezebel S.).

2nd Class: E. J. Chandler (1,172 Chandler S.), B. Fitzwater (1,087 Riley Spl.), A. B. Napper (1,172 Ford), Cyril Corbishley (1,442 C.C.S.).

Team Prize: Phillips, Sleeman and L. Onslow Bartlett (5-litre Clarkson).

TIPPERARY OPEN WINTER TRIAL

P.A. for D. Swanton (Ford Anglia "10")

SEVERAL thousand (unexpected) spectators, 20-odd competitors and a bunch of weary marshals went home delighted with the open Winter trial held on the Tipperary-Kilkenny Borders in typical trials weather on Sunday, 18th November. Organizers were the Tipperary L.C. and M.C.C., a club which has gone from strength to strength in the short year of its existence, and rejoices in the nickname "The Stonethrowers".

Twelve tests, every one with a sting in its tail and designed to put everything from specials to saloons on a par, did just that. "Plenty of right foot, old boy" was not the answer. Two tests stand out for particular mention, the first because it involved going through about six inches of water in the beginning, but

before all the cars were finished, water was above running boards. This remained quite inexplicable until during the second day of post-mortems, Gerry Henderson remembered the 30 or so spectators who were using the nearby water pump for a grandstand. The quicker they pumped, when the marshals were concentrating on the test cars, the bigger the splash as each car went through the water. If some of the competitors had guessed what was happening there might have been other splashes!

The reverse downhill (dead engine), then 270 degrees right-lock round a tree to cross a line with back wheels, looked child's play, but nearly 700 spectators cheered the select few who scraped over the line. Many reputations suffered here

and the final results would have been different if everyone had found the answer.

When the tumult died and the only traffic jam in the history of this part of a lonely countryside had been sorted out, the results were formally announced in every pub in Johnstown. Dan Swanton was the not-unexpected winner in his very tuned Ten-engined Anglia. Dr. O'Hara's performance in the diminutive "baby" Fiat was also outstanding.

Many unkind things were said about the "diabolical cunning" of Jack O'Donoghue, who devised the whole thing with the aid of Gerry Henderson's knowledge of the local terrain.

RESULTS

Premier Award: D. Swanton, Cork Club (10 h.p. Anglia).

First Class: F. Aldritt, Tipperary Club (Hillman Minx).

Second Class: J. Fitzgerald, Cork (Skoda); Dr. O'Hara, Midland (6 h.p. Fiat).



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1937 M.G. NA Magnette 4-seater tourer	£295
1936 M.G. NA Magnette 4-seater tourer	£275
1934 M.G. NA Magnette 2-seater	£295
1935 M.G. KN Magnette 4-seater	£195
1936 M.G. PB 2-seater 6-speed	£295
1935 SINGER 12 Max 9 h.p. 4-seater	£225
1937 TALBOT 18 h.p. (75) saloon, manual box	£245
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1939 FORD V-8 91A drophead	£475
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(Continued overleaf)

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The Pennine Rally—cont. from page 701.

to be a spot near Chesterfield. At Blythe it was somewhat surprising to see Ken Downing in the role of marshal—a sure sign that the racing season was over.

A five hours rest was organized at Scarborough, where the majority of competitors took the chance to study their maps. At 5 p.m., the lounge of the Pavilion Hotel looked exactly like any other hotel lounge—but at 6 p.m. it was a seething mass of people poring over maps.

Just after 10 p.m., the first car headed towards the Scawton control, near Helmsley. Few folk had lost marks. The more serious part of the motoring lay over the narrow road to Wharfedale, the climb over Fleet Moss and the drop down to Hawes. Then came Buttertubs, Swaledale, Silver Hill, West Stonedale and Tan Hill where, from 2 a.m., sandwiches and coffee were waiting.

After a 30 minutes halt, the cavalcade set off in low cloud on the descent to Ruth via Arkingarthdale to Scyburn. O. J. Silk (Railton) failed to distinguish road from moor and required the assistance of a breakdown lorry.

Flooding was experienced on the way to Kirkstone Pass, where a 13 miles special test was arranged. C. N. Heath and Don Truman both ended up in a farmyard; Thompson Senr. and Thompson Junr. ditched their Alvis a few yards from the finish.

After breakfast at the "Old England", competitors were required to follow a set route of nearly 100 miles at a constant speed of their own choosing between given limits. Secret checks were employed. Before this test, only five crews had clean sheets, including Lt.-Comm. Peter Wilson (Renault) and Ray Midwinter (Vanguard), taking part in his first rally, and with a none-too-well navigator!

Results were issued at Ilkley and were as follows:—

1, C. E. Emberton (TC M.G.), 1 mark lost; 2, A. H. Senior (Austin A40), 10; 3, A. Stross (Triumph), 20; 4, A. Haig (TC M.G.), 22; 5, Lt.-Comm. Peter Wilson (Renault), 80; 6, W. R. Midwinter (Vanguard), 103.

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